

MCCOY AIR FORCE BASE

SURVEY REPORT

26-27 SEPTEMBER 1972

On file USAF release
instructions apply.

OPERATIONS SUMMARY

McCoy AFB is a joint usage airfield shared with the city of Orlando, Florida. Civil aircarriers utilize the east runway and military aircraft utilize the west runway during VFR operations. The west runway is the instrument runway for IFR operations and is then used by both civil and military aircraft. Sequencing delays can be expected during IFR operations because of the air traffic density in the Orlando area. The runways are parallel, 12,000' x 300' aligned 18/36. PAR, ILS, and TACAN are available.

The weather station is located in base operations and both facilities operate continuously. The weather station will provide forecasts for the target areas and destination airfields. High altitude winds will be obtained by the flight planner. Flight clearances for high missions will be submitted to base operations at least 16 hours prior to takeoff. They will be activated at least three hours prior to takeoff. Flight facilities operate on a continuous basis. No problem areas concerning base operations, weather, or flight facilities.

Our operations will be located on the second floor of the center cubicle in Hangar 431. There is ample space for the operations functions; administrative, flight planning, and briefings. The commo section will be located at one end of the operations room and the driver medical room at the other end. The proximity of these functions lends itself to a cohesive environment. Desks, chairs, tables and file cabinets are already in place.

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Headquarters proposed manning conflicts with our requirements. We need a operations duty officer, flight planner and operations NCO. The operations duty officer and/or flight planner can function as a weather man by obtaining forecasts from the base weather station.

Emergency airfields will be Ramey, MacDill, Homestead, and Patrick AFBs. Hendron is a civil airfield seven miles north of McCoy. It has been used by the 100th SRW when the crosswind component exceeded landing limitations at McCoy. The primary runway is 07/25 and is 6,000' x 150'. The base weather forecaster stated winds for the winter months were generally less than 10 knots during the day. Landing at Hendron would be a remote occurrence.

MEMORANDUM OF UNDERSTANDING

BETWEEN

306th Bomb Wing (SAC)
McCoy AFB, Florida

and

1130th Aerospace Technical Development
and Training Group (ATTG)

1. GENERAL: This memorandum of understanding establishes the requirements and the responsibilities for the support of the testing mission of the 1130th Aerospace Technical Development and Training Group (ATTG) on McCoy AFB, Florida.
2. EFFECTIVE DATE: The effective date of this memorandum is October 1972 and termination on or before 30 June 1973.
3. OPERATIONAL CONCEPT: Periodically the 1130th ATTG will deploy aircraft to McCoy AFB for short periods during the vulnerable period as stated above. An expected number of 30 support personnel (25 officers and 5 NCOs) will deploy as the on-base operating element. One NCO will be assigned and remain with the equipment during the entire vulnerable period. Under the terms of the agreement approximately 72 hour advance notice of deployment will be given whenever possible. The support party will be dispatched 24 hours prior to arrival of mission aircraft.
4. TERMS OF AGREEMENT: Support will be provided the deployed operating unit by the host base under normal conditions as specified below:
 - a. Air conditioned quarters for deployed personnel. When not avail-

able, nonavailability certificates will be issued.

b. Provide high protein meals (steak and eggs) to two crew members per day when scheduled for flight.

c. Ground support equipment (AGE):

- (1) One dedicated R-2/R-5 refueler
- (2) NF-2 floodlight (on call)
- (3) Forklift (6,000# cap) (on call)

d. Transportation requirements to be provided from host base assets or through GSA rental. Funding for GSA vehicles will be provided by tenant, fund citation to be included in TOW orders.

- (1) Carry-all 63B4329
- (2) $\frac{1}{2}$ Ton Pick-up Truck 69B5419
- (3) $\frac{1}{2}$ Ton Pick-up Truck 64B6434
- (4) $\frac{1}{2}$ Ton Pick-up Truck 64B6436
- (5) $\frac{1}{2}$ Ton Pick-up Truck 65B851
- (6) 3/4Ton Flat bed Truck 66B9477
- (7) Tug 4,000 lb capacity 67E354

e. Administration requirements will be met by the use of the center cubicle of building #431. Office equipment will be identified by support personnel but not in excess of present ^{MD}OL requirements.

f. Hangar/Parking Space: Northwest bay of hangar #431 will be utilized by the tenant along with adjacent parking areas, to include currently installed walk-in refrigerator.

g. Medical: Host will provide necessary medical care as required for mission and individual needs.

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h. Flight line badges/passes will be provided by the 306BW as required.



5. CANCELLATION: This agreement may be cancelled by either party by proper written notice at least 30 days in advance.

add: 1) In case of an airborne emergency the host base will maintain control until the tenant can assume and verify acceptance of responsibility.
2) Provide ^{quarterly} crash and rescue training for host fire department.

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Approved For Release 2002/10/31 : CIA-RDP99B00048R000100180001-8

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McCoy Climatology for January

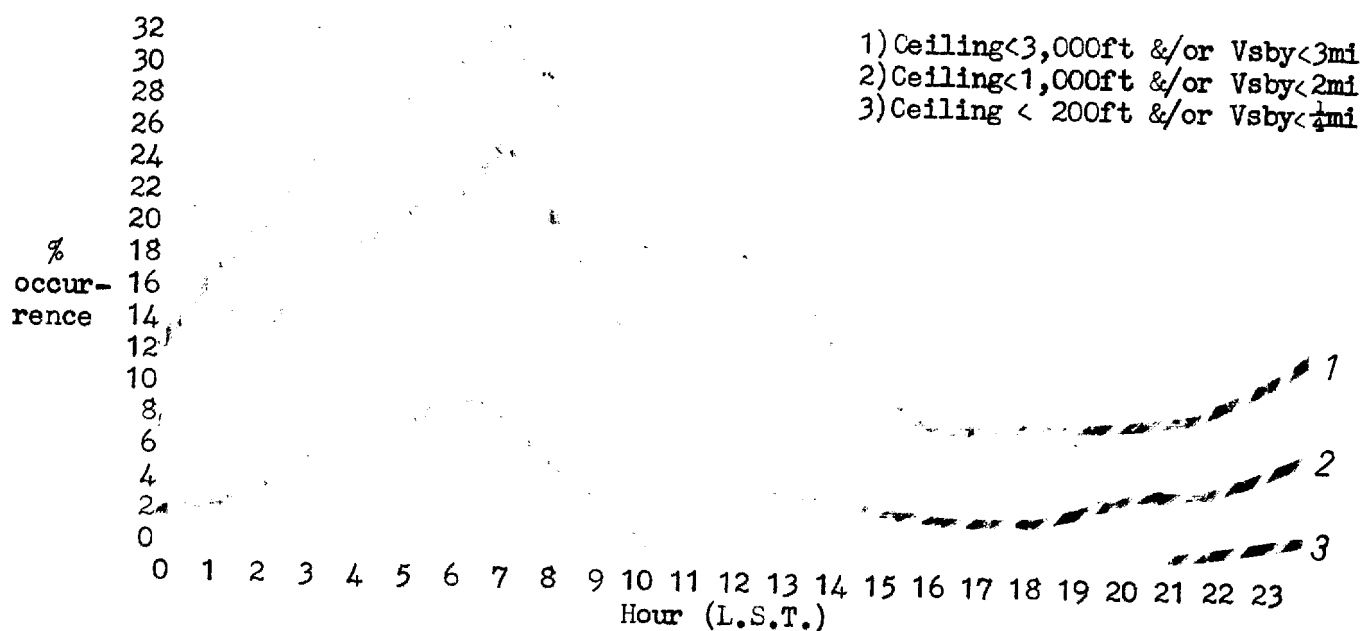
Temperature	°F
Extreme Max.	86
Mean Max.	70
Mean	60
Mean Min.	49
Extreme Min.	24

Precipitation	Ins
Max.	4.92
Mean	2.33
Min.	0.67

Mean # of Precip Days	5
Mean # of Tstm Days	1

Relative Humidity	Day	Night
	62.8%	84.7%

Wind	Day	Night
	Prevailing Direction	N
	Average Speed	7.5K
	Worst Sustained Wind	360/38



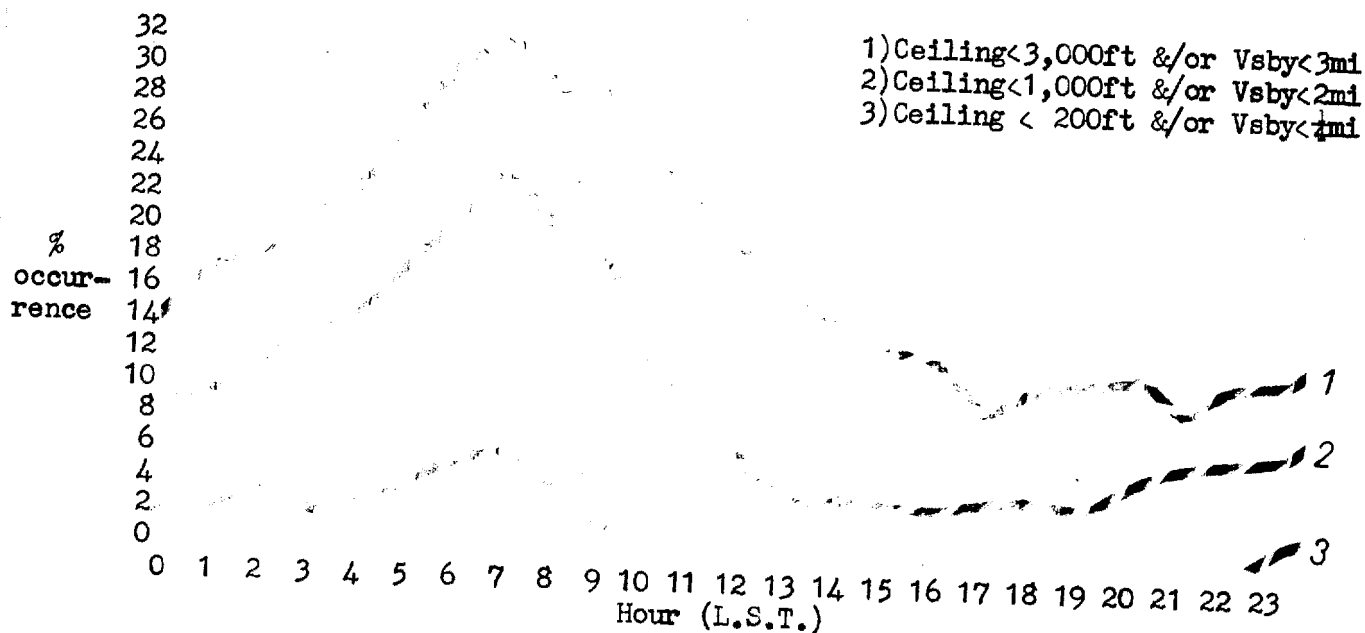
McCoy Climatology for February

Temperature	°F
Extreme Max.	89
Mean Max.	73
Mean	63
Mean Min.	53
Extreme Min.	29

Precipitation	Ins
Max.	6.00
Mean	2.51
Min.	0.06
Mean # of Precip Days	3
Mean # of Tstm Days	1

Relative Humidity	Day	Night
	60.9%	84.3%

Wind	Day	Night
Prevailing Direction	S	N
Average Speed	9.2K	6.8K
Worst Sustained Wind	270/48	



McCoy Climatology for March

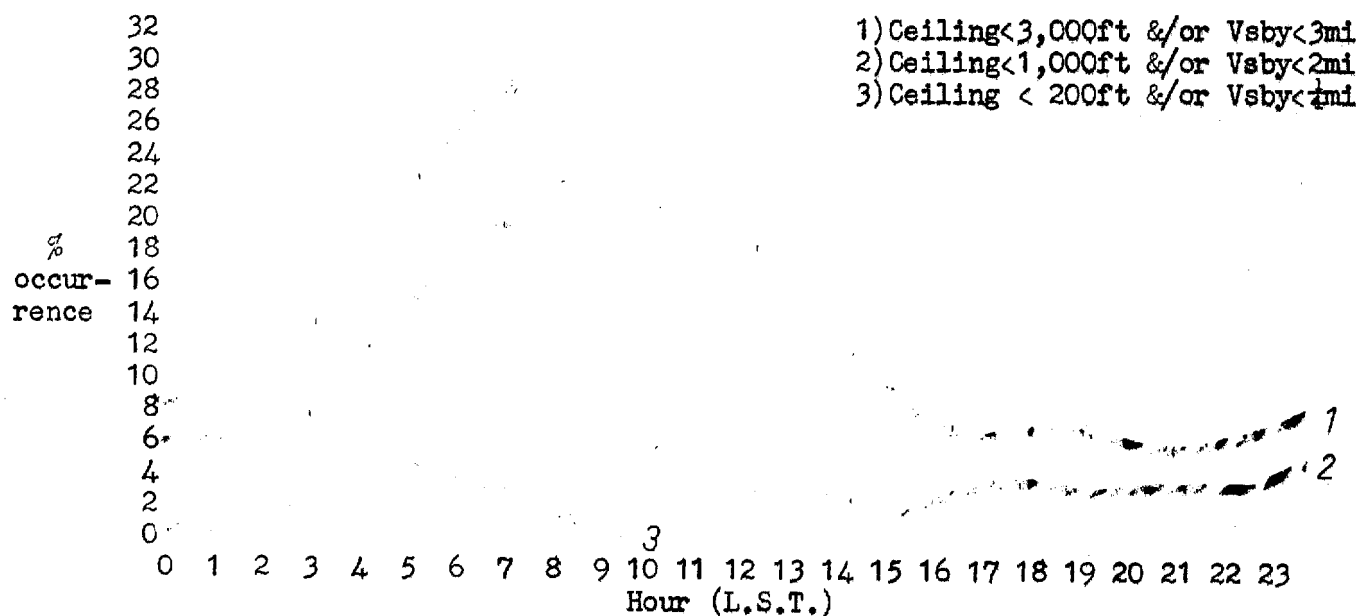
Temperature	°F
Extreme Max.	91
Mean Max.	77
Mean	67
Mean Min.	56
Extreme Min.	36

Precipitation	Ins
Max.	12.70
Mean	3.59
Min.	0.06

Mean # of Precip Days	5
Mean # of Tstm Days	1

Relative Humidity	Day	Night
	58.1%	83.1%

Wind	Day	Night
Prevailing Direction	W	N
Average Speed	9.8K	7.2K
Worst Sustained Wind	270/50	



McCoy Climatology for April

Temperature	°F
Extreme Max.	95
Mean Max.	82
Mean	72
Mean Min.	62
Extreme Min.	36

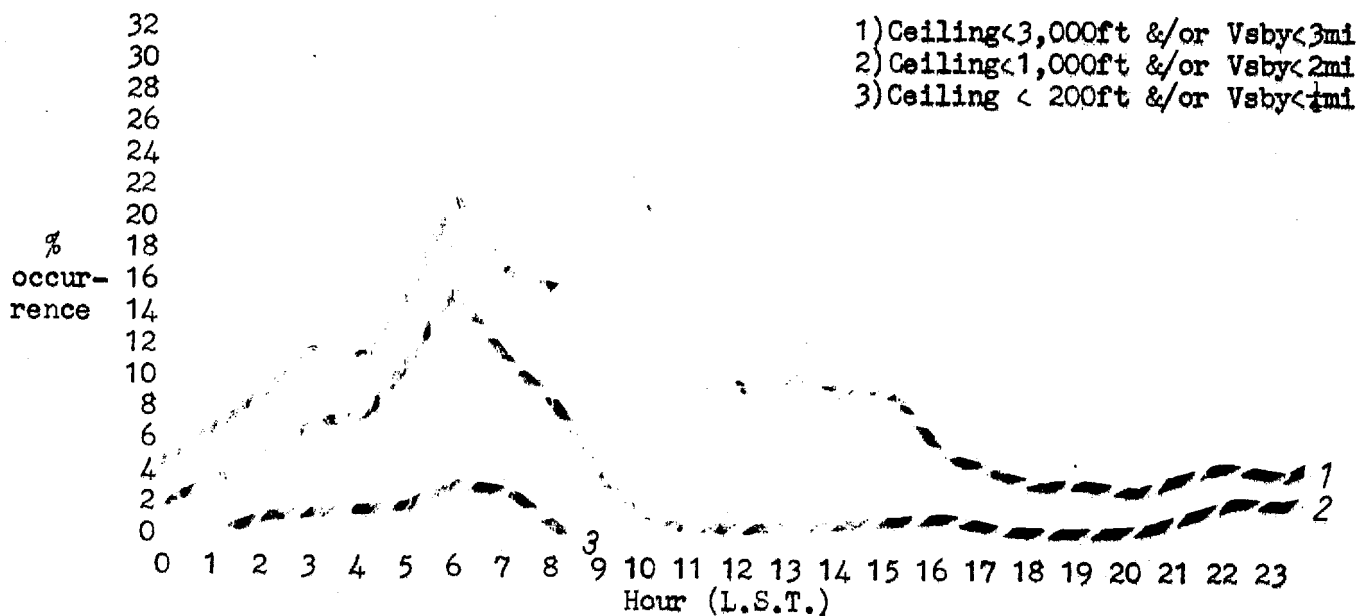
Precipitation	In
Max.	6.96
Mean	2.30
Min.	0.33

Mean # of Precip Days 7

Mean # of Tstm Days 4

	Day	Night
Relative Humidity	55.6%	82.8%

Wind	Day	Night
Prevailing Direction	E	E
Average Speed	9.2K	4.8K
Worst Sustained Wind	190/39	



McCoy Climatology for May

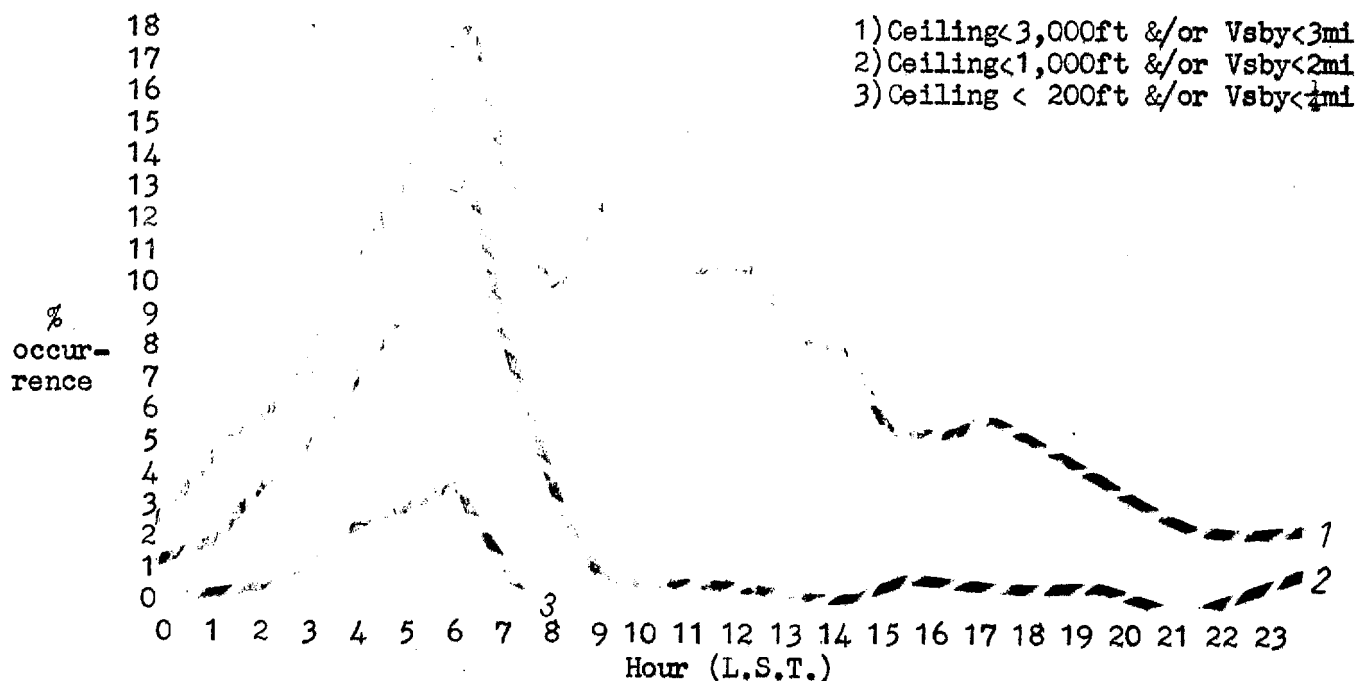
Temperature	of
Extreme Max.	101
Mean Max.	87
Mean	77
Mean Min.	66
Extreme Min.	44

Precipitation	Ins
Max.	5.93
Mean	2.53
Min.	0.18

Mean # of Precip Days	8
Mean # of Tstm Days	8

Relative Humidity	Day	Night
	56.2%	84.7%

Wind	Day	Night
Prevailing Direction	E	E
Average Speed	8.6K	4.1K
Worst Sustained Wind	030/36	



McCoy Climatology for June

Temperature	°F
Extreme Max.	100
Mean Max.	89
Mean	80
Mean Min.	71
Extreme Min.	59

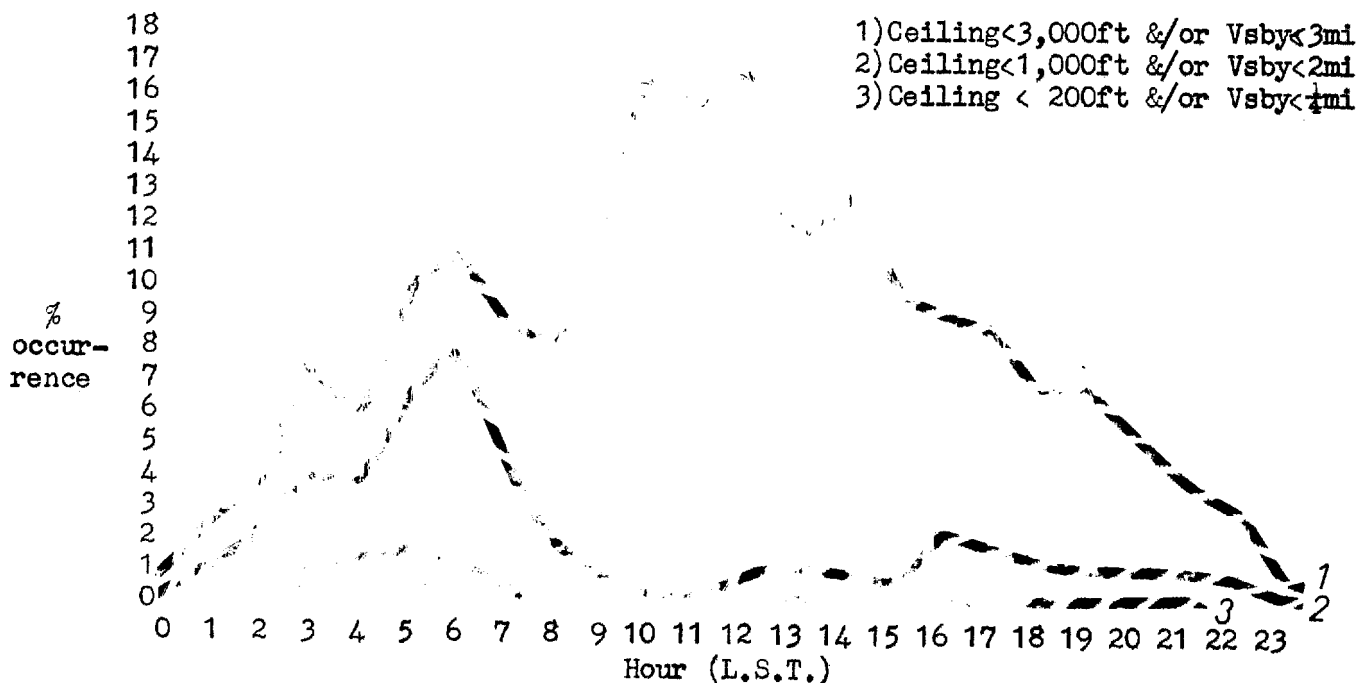
Precipitation	Ins
Max.	14.98
Mean	7.12
Min.	1.66

Mean # of Precip Days	13
Mean # of Tstm Days	13

	Day	Night
Relative Humidity	64.8%	88.0%

Number of Hurricanes or Tropical Storms within 60nm of McCoy during the last 62 years 4. Worst Sustained Wind 100/44.

Wind	Day	Night
Prevailing Direction	E	S
Average Speed	8.0K	5.1K



McCoy Climatology for July

Temperature	°F
Extreme Max.	98
Mean Max.	90
Mean	82
Mean Min.	73
Extreme Min.	67

Precipitation	Ins
Max.	11.73
Mean	7.22
Min.	2.32

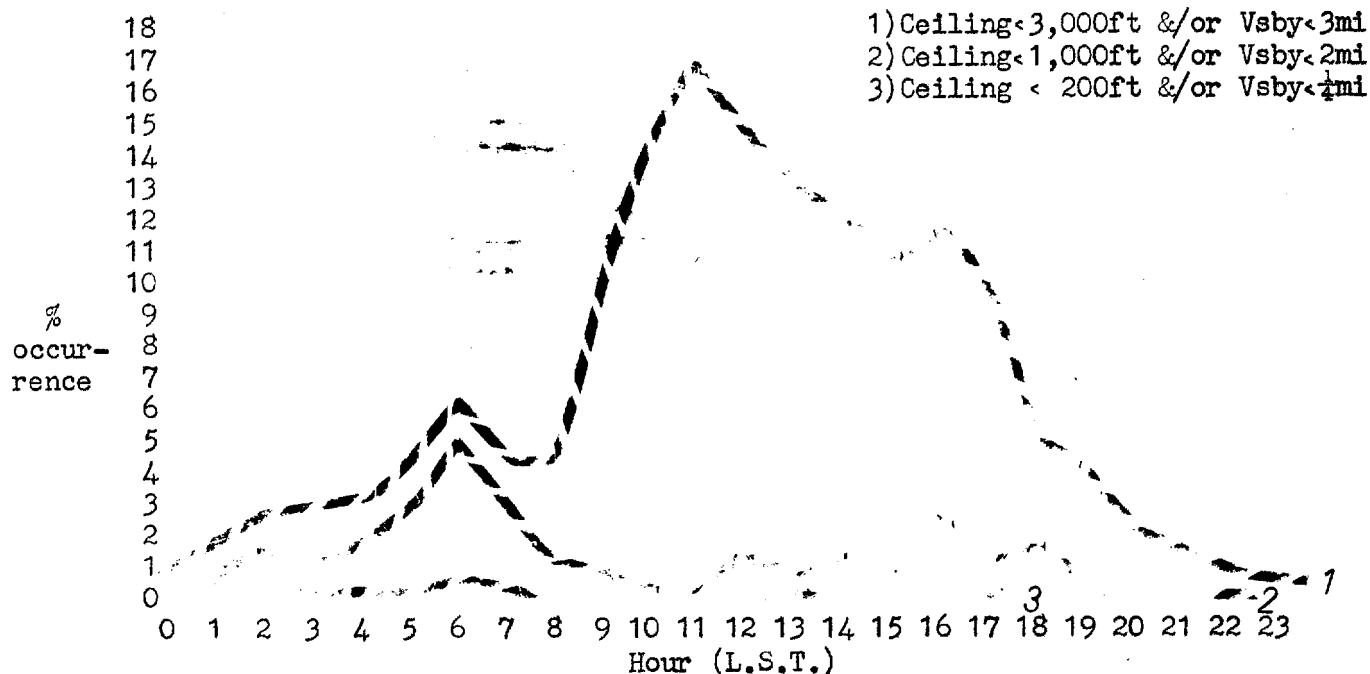
Mean # of Precip Days	20
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Mean # of Tstm Days	19
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	Day	Night
Relative Humidity	67.7%	89.1%

Number of Hurricanes or Tropical Storms within 60nm of McCoy during the last 62 years 4. Worst Sustained Wind 220/41.

Wind	Day	Night
Prevailing Direction	S	S
Average Speed	6.1K	4.4K



McCoy Climatology for August

Temperature	°F
Extreme Max.	97
Mean Max.	90
Mean	82
Mean Min.	74
Extreme Min.	68

Precipitation	Ins
Max.	11.77
Mean	5.66
Min.	1.56

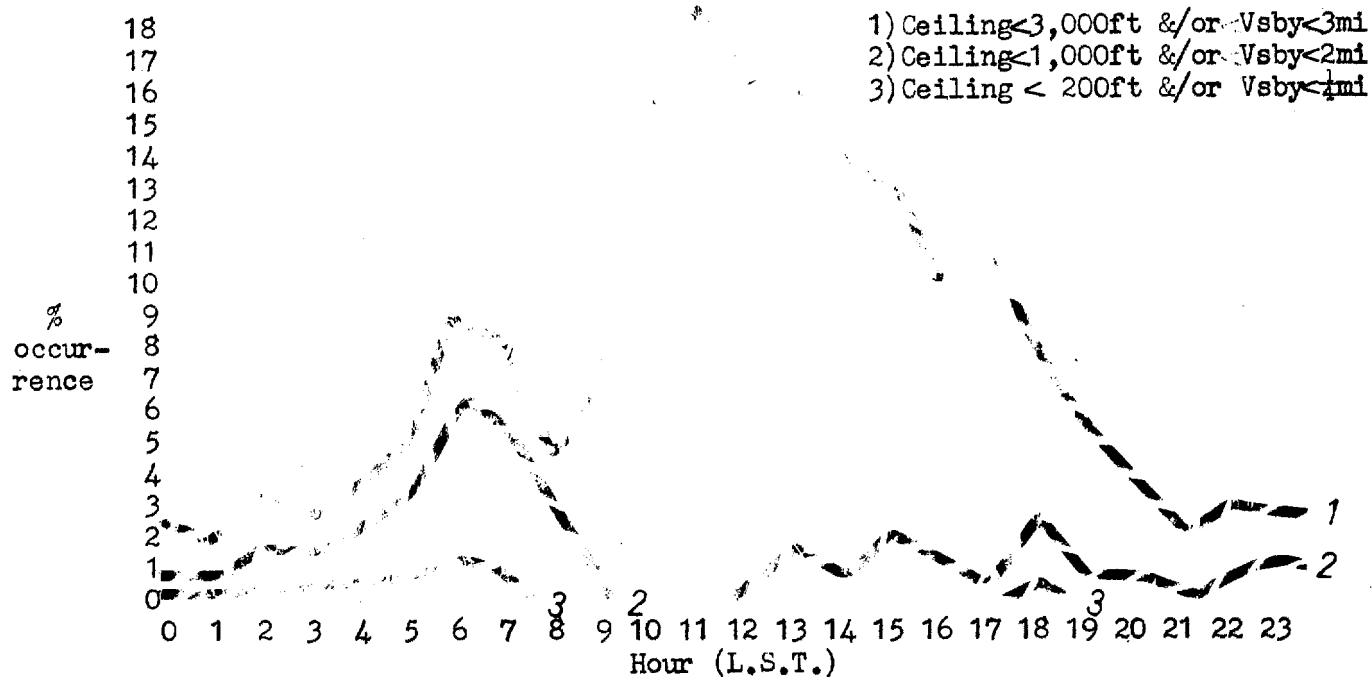
Mean # of Precip Days 16

Mean # of Tstm Days 16

Relative Humidity	Day	Night
	70.0%	90.6%

Number of Hurricanes or Tropical Storms within 60nm of McCoy during the last 62 years 8. Worst Sustained Wind 360/44.

Wind	Day	Night
Prevailing Direction	E	S
Average Speed	6.1K	4.1K



McCoy Climatology for September

Temperature	°F
Extreme Max.	96
Mean Max.	88
Mean	80
Mean Min.	72
Extreme Min.	64

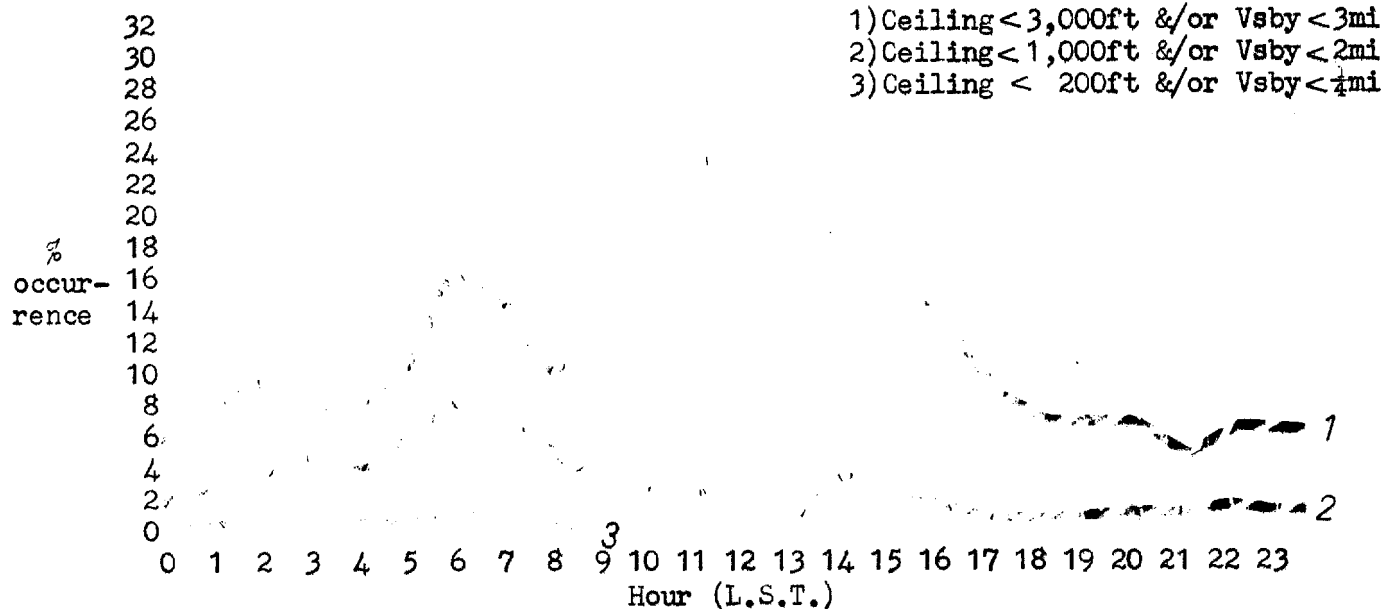
Precipitation	Ins
Max.	14.69
Mean	6.14
Min.	2.27

Mean # of Precip Days	14
Mean # of Tstm Days	9

	Day	Night
Relative Humidity	70.5%	90.4%

Number of Hurricanes or Tropical Storms within 60nm of McCoy during the last 62 years 9. Worst Sustained Wind 220/43.

Wind	Day	Night
Prevailing Direction	E	NE
Average Speed	7.5K	4.4K



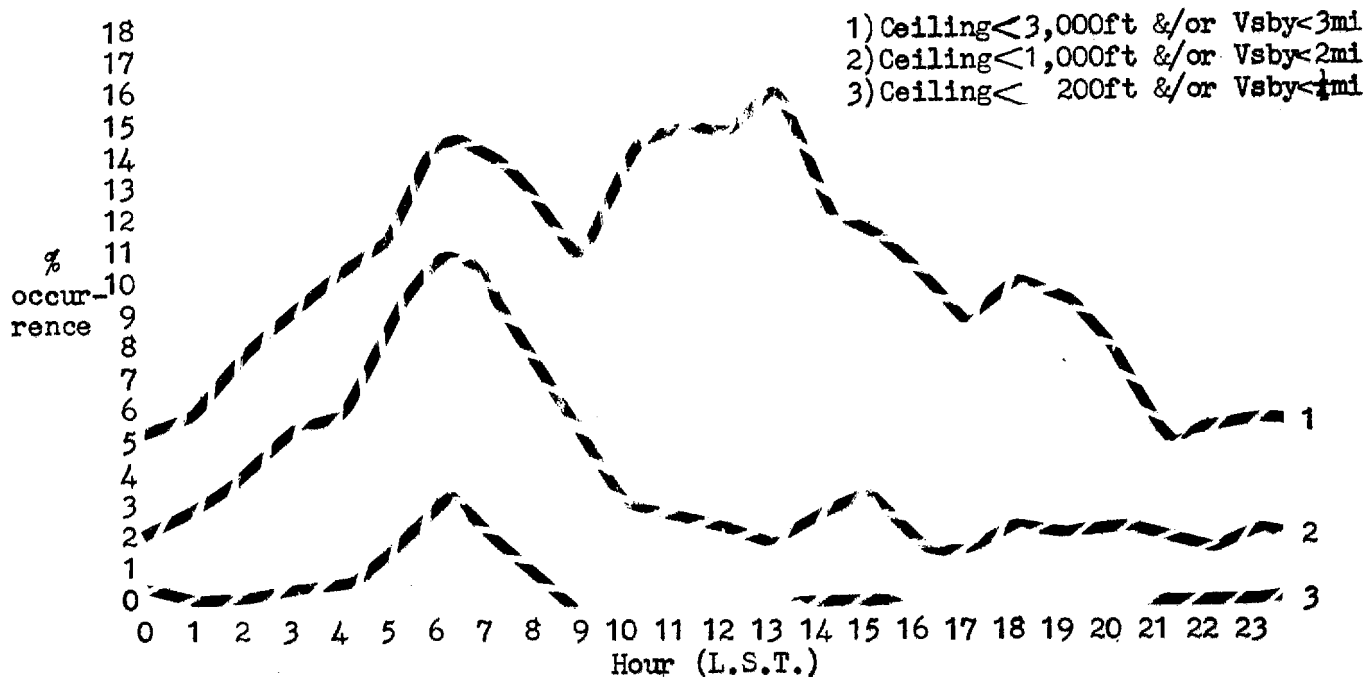
McCoy Climatology for October

Temperature	°F
Extreme Max.	95
Mean Max.	82
Mean	74
Mean Min.	66
Extreme Min.	45

Precipitation	Ins
Max.	10.00
Mean	3.54
Min.	0.03
Mean # of Precip Days	10
Mean # of Tstm Days	2
Relative Humidity	Day Night
	65.6% 86.8%

Number of Hurricanes or Tropical Storms within 60nm of McCoy during the last 62 years 7. Worst Sustained Wind 320/34.

Wind	Day	Night
Prevailing Direction	N.E.	N.
Average Speed	8.6K	5.6K



Temperature	°F
Extreme Max.	88
Mean Max.	76
Mean	67
Mean Min.	57
Extreme Min.	30

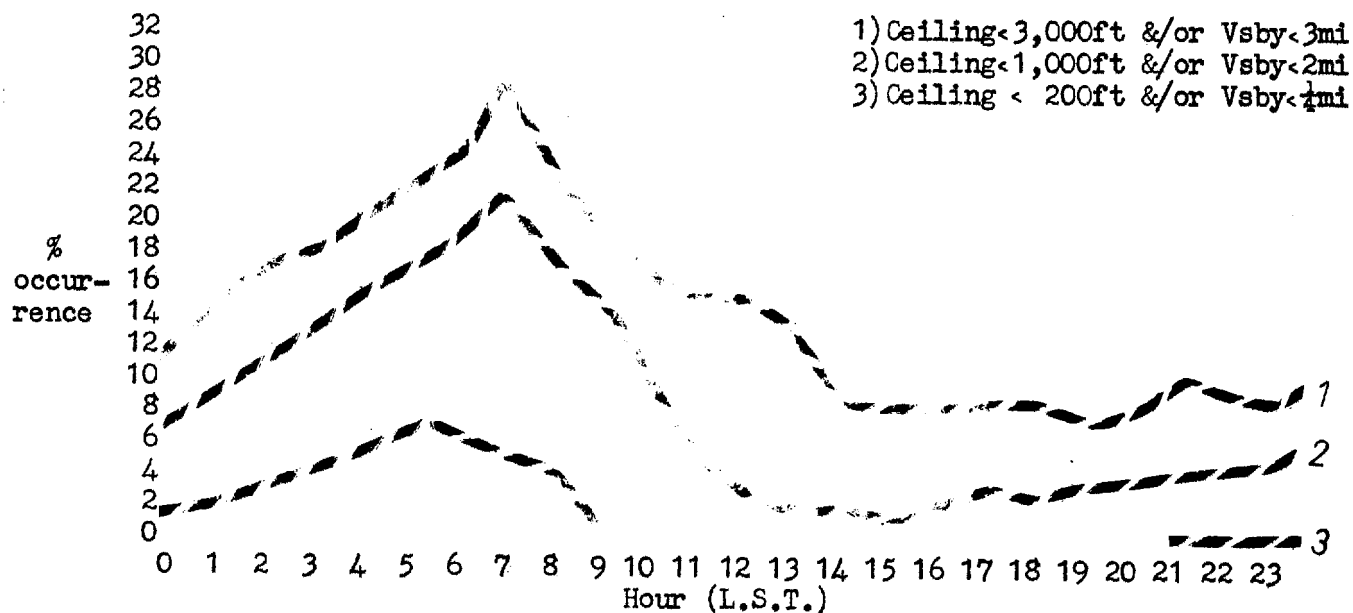
Precipitation	Ins
Max.	6.86
Mean	1.48
Min.	0.08

Mean # of Precip Days	5
Mean # of Tstm Days	1

Relative Humidity	Day	Night
	62.9%	85.6%

Number of Hurricanes or Tropical Storms within 60nm of McCoy during the last 62 years 1. Worst Sustained Wind 270/32.

Wind	Day	Night
Prevailing Direction	N	N
Average Speed	8.0K	6.3K



McCoy Climatology for December

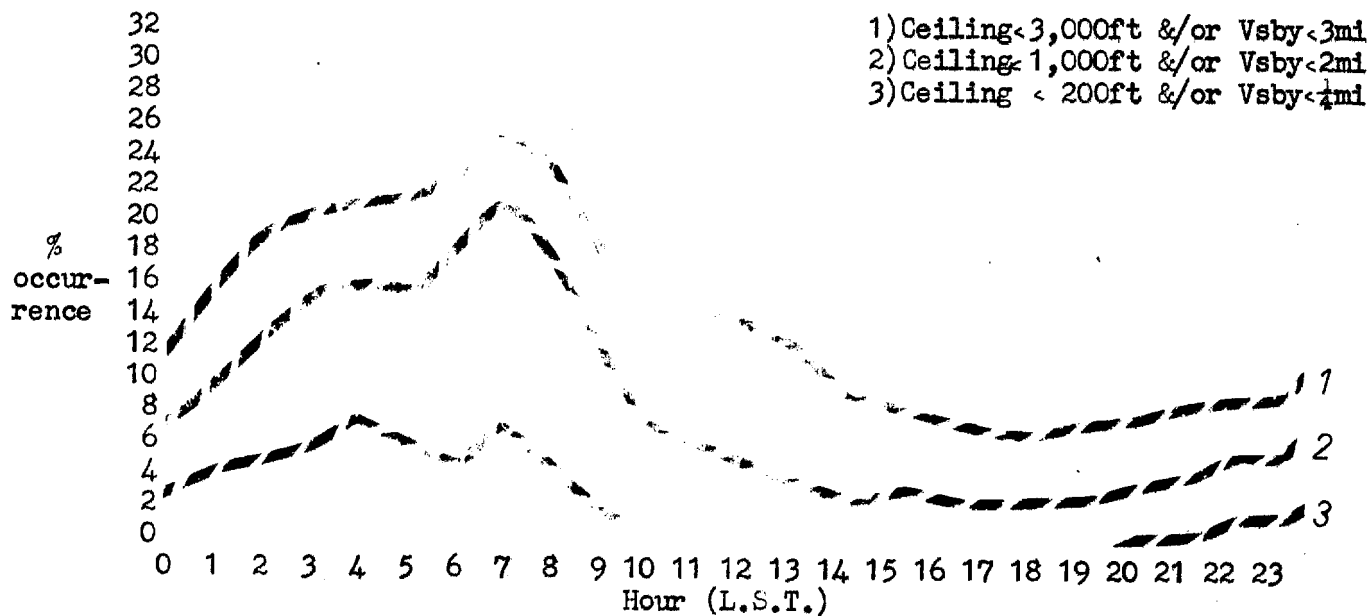
Temperature	°F
Extreme Max.	85
Mean Max.	71
Mean	61
Mean Min.	50
Extreme Min.	21

Precipitation	Ins
Max.	3.61
Mean	1.72
Min.	0.04

Mean # of Precip Days	6
Mean # of Tstm Days	0

	Day	Night
Relative Humidity	64.0%	84.5%

Wind	Day	Night
Prevailing Direction	N	N
Average Speed	7.5K	6.3K
Worst Sustained Wind	300/31	



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TRIP REPORT

The survey team consisting of [REDACTED]

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[REDACTED] departed Edwards for Washington at 1830L, 24 Sep 72. The intent was to attend an ops planning meeting which was to be held at 0830, 25 Sep 72. Due to bad weather we were diverted from Dulles airport to Newark, N.J. The headquarters was advised of our situation and elected to delay the meeting until 1100L in order for us to attend.

The meeting was chaired by [REDACTED] in attendance. A general situation briefing was given by [REDACTED] This briefing added little to what we had received in message traffic. We were then offered an opportunity. Our initial questions were:

- 1) Number of passes over the target. (Anticipate two).
- 2) Tracker processing requirements. (No need for a tracker).
- 3) Weather slips. (Slips would probably not exceed one day).
- 4) Abort criteria. (The same as Scope Saint VI).
- 5) Deployment team communications system. (Use telephones and AF message channels. - This method was objected to by Hq Commo).

concur

Because of our objections to some of the proposed methods,

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[] reviewed the philosophy of the operation. He stated that the objective was to maintain a low profile and to cut operating costs to an absolute minimum. He further stated that the mission was simply an R&D effort and loss of a mission was not of deep concern.

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After listening to the comments from various attending personnel, coupled with those of [] I felt it futile to pursue further differences and chose to defer comments until the survey was completed.

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At the conclusion of the meeting, the team proceeded to McCoy AFB. The survey was initiated with a briefing of all participants (see attached list) by [] Following the briefing the SAC position was stated which amounted essentially to an intent to leave nothing when they close the OL on 31 Oct 72. We then proceeded to state our requirements - all of which could be met by allowing continued use of OL facilities and equipment.

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Through the remainder of the day, team members contacted and visited individual sections and facilities to establish requirements and verify procedures.

During the afternoon [] attended a briefing for B/Gen Martin, 42nd Air Div CO and Col JJ Murphy, 306 BW CO. Both were receptive to hosting the exercise and stated no reservations. It was agreed at this time that a simple letter of agreement would adequately cover the necessary arrangements.

The final action of the day was the drafting of the letter of agreement with the 306th BW and a definite listing of all equipment which is to be provided by AF/Project Depot.

All facets of the anticipated operation were discussed in sufficient detail that we are fully capable of planning the mission within any desired parameters. The specifics of each area will be provided as requested.

SUBJ: Security Survey, McCoy AFB. Fla.

28 Sep 1972

FROM: Director of Security

1. GENERAL: SAC security procedures are enforced at McCoy AFB. Adequate security fencing and lighting facilities exist and no deficiencies were noted that would compromise or otherwise seriously hamper operations during Compass Trip.
2. Personnel access controls are enforced to enter the Base. A guard is on duty twenty-four hours and all vehicular and pedestrian traffic is stopped for identification.
3. Flight line access is controlled by standard SAC badging practices; however, arrangements for access to these restricted areas for Detachment personnel without SAC flight line passes are being considered. This will be resolved upon arrival of the first deployment party.
4. POL: POL Facilities are the responsibility of the Base and all materials are under their control and security supervision.
5. SECURITY POLICE SUPPORT: Security police support is available. The Base is accustomed to providing one in-hangar security guard during off duty hours. For obvious reasons we will not take advantage of this hospitality. However, we have asked that routine roving patrols continue.
6. SECURITY EQUIPMENT: Detachment security will provide the Deployment field safe (FAK) for safeguarding sensitive communications and classified information. Unprocessed take will be stored in a large walk-in reefer adjacent to the Command cubicle (a two story complex of offices in the center of the hangar). The Detachment will have total control over the use of the reefer. Arrangements for burning classified waste will be made through the Security Police.

7. HANGAR SECURITY: The Hangar to be used for Compass Trip exercises is not secure. It is being shared with the Base Support Aircraft (t-29) equipment and personnel, as well as by an AEW and C unit. While one Security Assistant will be with the mission aircraft on a twenty-four hour schedule protective screening devices (FAK) will have to be employed during up and down loading of equipment. A rope barrier cordons off the area to be utilized by this detachment. Rope and stanchions (FAK) will be provided by [] in the event the existing barriers are removed by the current tenant.

8. BASE PIO: Captain Art Forster, the Information Officer, was briefed the overt cover story. He assured as how they have had plenty of experience handling inquiries about the existing U 2 Operations at McCoy, there would be little trouble doing the same for us. He asked, and it was agreed, to be given a short blurb (query/response) to have on hand if needed. This will be mailed directly to him. Forster stated that he was on the best of terms with the local media and that they had no axes to grind.

9. WHO KNOWS: The following personnel at McCoy AFB were briefed Idealist/3 and true mission:

Brigadier General Edward O. Martin-Div. Cmdr.
(He is acquainted with Gen Bevan)

Colonel John A. Murphy - 306th Bomb Wing Cmdr.

Lt. Colonel Leslie Powell, C.O. 100th SRW (OL-MD)

All the Base personnel at McCoy are unwitting.

[]
Director of Security

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- | | |
|----------------------------|---------|
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j. Emergency: Control of aircraft emergencies will be effected by the host until tenant unit assumes and verifies responsibility. Tenant unit will provide periodic training for host crash/rescue personnel.

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JOHN J. MURPHY, Colonel, USAF
Commander, 306 Bomb Wing


Commander, 1130th Aerospace
Technical Development and Training
Group (ATTG)